



HUNTSVILLE

Kathy Martin, P.E.
Director
City Engineer

Urban Development Department
Engineering Division

REDSTONE GATEWAY PACKAGE I-LAKE F (Bid Package
I-1 Mass Grading, Fine Grading, Erosion Control, Storm,
and Pond Liner
Project No. 65-12-SP23
February 8, 2013

Addendum #4

All addenda and attachments for the above-referenced project will become part of the contract documents.

**THE BID OPENING HAS BEEN POSTPONED FROM TO TUESDAY,
FEBRUARY 12, 2013 AT 1:00 P.M. TO THURSDAY, FEBRUARY 14, 2013 AT 2:00
P.M. TO BE HELD IN THE 1ST FLOOR CONFERENCE ROOM, 320 FOUNTAIN
CIRCLE, HUNTSVILLE, AL**

CONTRACTOR QUESTIONS:

1. Q. The existing CS 10 x 6 has a slope paved headwall. Is there a detail showing how the Tie-In is to be made? Will the existing culvert need to be cut square or will we need to dowel vertically into the SPHW?
A. The Package I-1 Contractor should join the proposed and existing culverts by drilling mid depth and epoxy longitudinal #4 bars into existing culvert with HILTI-HIT-HY 150 max with 6" embedment into the existing culvert and 30" embedment into the new proposed culvert at 12" o.c.

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2. Q. Storm Line G-1 is shown to tie into a precast wing wall end condition. Is there a precast design detail that reflects the necessary modifications required to accommodate this 54" RCP?
A. See Detail on Sheet C7.3-R1 Addendum #4 drawings.
3. Q. Will the contractor be allowed to use cast-in-place wing walls in lieu of the ALDOT Standard PCC-524? If so what ALDOT Cast-In Place design standard will be required a 3:1 Slope Wing wall or 1½: 1 Wing wall?
A. Yes. Contractor shall use ALDOT standard detail W6-3:1.
4. Q. Will the contractor be allowed to use cast-in-place wing walls in lieu of the ALDOT Standard PCC-524? If so what ALDOT Cast-in-Place design standard will be required a 3:1 Slope Wing wall or 1½: 1 Wing wall?
A. See answers to #3 above.
5. Q. Note # 9 on Sheet C5-1-R1 shows waterproofing box culverts 50 ft. past plugs. Will the balance of F-Line also have to be waterproofed since the entire culvert will likely be filled with water after final development?
A. Yes. However the existing Line F (previously installed) is to be made water tight by others. Please note the Package I-1 Contractor is responsible to make the culverts up to permanent pool/water level elevation 632.50' from the point of discharge back to 50' past the earth plugs water tight. The Package I-1 Contactor will also be responsible to make the pipe from the point of discharge back to 50' past the earth plugs water tight.
6. Q. Will the contractor be required to remove and haul off the 41 LF of Railroad Track from the Southern Spur for RSA Railroad Access? Will the contractor take possession of this material?
A. No. Rail demolition, dock work, and all concrete on the East end of the rail spur will be by others and is not part of this contract. Please note the excavation and installation of the 32' x 26' concrete paving on the West end is to be installed by the Package I-1 Contractor.
7. Q. The east railroad access pad shows an Alternate note for Crusher-Run Graded aggregate. Will the contractor need to include a Concrete Pad Price in the Lump Sum Bid and an Alternate Price for Crusher Run or Vice Versa?
A. No, rail removal, dock work and concrete on the East end of the rail spur will be by others and is not part of this contract. Please note the word "Alternate" should be revised to Option 1-1 on sheet C8.0 and Option 1-1 has been added to the revised bid form for Package I-1. Please note the excavation and installation of the 32' x 26' concrete paving on the West end is to be installed by the Package I-1 Contractor.
8. Q. Note # 3 on Sheet C8.0 shows a 6" thick hold down for the Future Gravel Drive and Concrete Pad. Is this 6" hold down from finish Grade or Sub Grade of future work by RSA? If sub-grade what is the thickness of the proposed Gravel Access and Pad?
A. The 6" hold down is from finished grade. The option for crusher-run graded aggregate is 6" thick.

9. Q. Can you provide an updated set of plans for the demolition portion of this work detailing what has and hasn't been performed under another contract?

A. No the demolition plan will not be re-issued. Please reference the Instructions to Bidders for specific details and scope of work. Please note The Package I-3 Contractor is responsible for the demolition and removal of the existing substation, fence, gravel, copper matting, and overhead lines and poles for the electrical distribution system. The Package I-4 Contractor is responsible for the demolition and removal of the existing culvert required to install J line only. The Package I-1 Contractor will responsible for the demolition and removal of the substation slabs and foundations, storm lines, existing temporary outlet control structure, and existing sloped paved head wall. It should also be noted that the Package I-1 Contractor will be responsible for removing the sidewalks and landscaping required to install the proposed storm drainage improvements and then replacing the sidewalks and landscaping "in like kind" upon completion.
10. Q. Sheet C4.0-R-3, has been clouded around, Market Street, what is this revision to? There appears to be no work in this area.

A. The clouded area is the removal of utilities which were installed by others and therefore not required or part of this bid.
11. Q. Is there any electrical work at all in this project?

A. No.
12. Q. Can you provide us with a grading and drainage plan that is updated as to what work has already been performed under previous contracts for this project?

A. The grading and drainage plan will not be updated. Bidders can visit the site to see what work has been performed or is currently being performed. Please reference Addendum #2 Q&A #13 regarding existing topsoil stockpiles onsite.
13. Q. Since the contractor is told where to get the material for the clay liner, if the soil that is to be stockpiled for the clay liner does not meet the specification called out, will this be a change of condition?

A. No it is the Bidders/Package I-1 Contractor's responsibility to determine if there is enough onsite material that meets the project requirements or import material if required to complete the project. Please note the contract documents do not specify where to get the material, however Geotechnical Reports for the onsite material have been provided for the Bidders/Package I-1 Contactor's information.
14. Q. I assume that the contractor can have this material tested to make sure it meets this specification and if it doesn't then it will be a change of condition?

A. Yes the Bidders can test the material to make sure it meets the specifications. See response above to Q&A#13 regarding a change in condition.
15. Q. What work is required under the contract that is shown on sheet C8.0?

A. The Package I-1 Contractor will responsible for grading and installation of the concrete slab on the west end of the existing concrete unloading area. The Package I-1 Contactor will also be responsible for grading, storm, erosion control, stabilization, etc. on the east end of the rail yard. Review Sheet C8.0 for additional information and Option 1-1.

16. **Q.** Will any additional Geotechnical Information be provided?

A. Yes, Building & Earth Sciences Report of Subsurface Exploration and Geotechnical Evaluation Redstone Gateway, Lake F Huntsville, AL Project Number BH13042 dated 2/8/13 has now been posted to the COH website. Please note Sheet C1.0-R1Grading Notes #18 and Sheet C7.2-R1 Pond Liner & Cover section of the Addendum #4 drawings have been revised per Option 1 and Option 2 on page 12 of the Building & Earth Sciences Report of Subsurface Exploration and Geotechnical Evaluation Redstone Gateway, Lake F Huntsville, AL Project Number BH13042 dated 2/8/13.
17. **Q.** There seems to be some confusion on exactly what is specified for the drainage on the subject project. Some think it is water tight joints and the other thinks it is water proof pipe. Is it water proof pipe or water tight joints?

A. All box culverts and storm pipes in Package I shall be water tight. Cast-in-place concrete box culverts should not have any weep holes in the top or sides with any form work holes being patched/plugged with a waterproof epoxy. Precast box culverts shall have a tongue and groove joint lined with a double run of mastic and inside pipe joint shall be sealed with a non-shrink grout capable of withstanding 15' of head and scour resistant.
18. **Q.** Q&A#1 in Addendum #2 asked if a detail would be provided for the culvert tie-in at Line F-3 to the existing slope culvert on sheet C5.1 and the answer said yes this would be issued in a future Addendum?

A. No detail will be issued. Contractor to insert proposed longitudinal #4's into existing lenton form savers if provided on the existing culverts. If Lenton form saver has not been provided then the contractor should join the proposed and existing culverts by drilling mid depth and epoxy longitudinal #4 bars into existing culvert with HILTI-HIT-HY 150 max with 6" embedment and 30" embedment into proposed culvert at 12" o.c.
19. **Q.** Can a sheepsfoot roller be used on the pond liner?

A. Yes however see note #18 on Sheet C1.0-R1 of the Addendum #4 drawings. For the clay liner to function as planned, it is necessary that the compacted liner be constructed in such a way that no surface indentations exist that could cause the effective thickness of the liner to be less than the plan requirement. If the liner is compacted with a sheepsfoot roller, or other device that will create tracks in the liner surface, it must be overfilled so that the bottom of any tracks are above the proposed top of the liner surface. The overfilled liner should then be cut to plan depth with a smooth blade and then final seal rolled with a smooth drum roller.
20. **Q.** What drawings have been revised by this Addendum #4?

A. Revised drawings issued in Addendum #4 are C1.0-R1, C7.2-R1, and C7.3-R1.
21. **Q.** Can the bid date be postponed?

A. Yes the Bid Date has been postponed to Thursday February 14, 2013 at 2:00 pm.

Attachment: Drawings

END OF ADDENDUM #4

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Group 1 consists of patients with a history of stroke or transient ischemic attack (TIA) and no evidence of cognitive impairment. **Group 2** consists of patients with a history of stroke or TIA and evidence of cognitive impairment. **Group 3** consists of patients with no history of stroke or TIA and no evidence of cognitive impairment.

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WILLIAM T. COOPER, JR., DIRECTOR OF THE INSTITUTE OF FRANCISCAN STUDIES AT THE UNIVERSITY OF TORONTO, HAS BEEN APPOINTED AS EDITOR-IN-CHIEF OF THE JOURNAL OF FRANCISCAN STUDIES. HE WILL ASSUME THIS POSITION ON 1 JANUARY 1974. DR. ROBERT M. SPENCER, PROFESSOR OF HISTORY AT THE UNIVERSITY OF TORONTO, HAS BEEN APPOINTED AS ASSISTANT EDITOR. DR. ROBERT M. SPENCER IS THE AUTHOR OF A HISTORY OF THE FRANCISCAN ORDER IN CANADA AND OF A HISTORY OF THE FRANCISCAN ORDER IN THE CANADIAN PROVINCE OF ONTARIO.

1. COMPUTER PROGRAMMING (A) COMPUTER PROGRAMMING LANGUAGE
(B) COMPUTER PROGRAMMING LANGUAGE

The Quaker Life Report is a comprehensive document, covering all areas of life, from personal finance to environmental issues, from health to spirituality. It is designed to help individuals and families make informed decisions about their lives, based on Quaker principles of simplicity, equality, and stewardship. The report includes practical advice, case studies, and resources for readers to apply these principles in their own lives.

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The construction industry is facing a major challenge in meeting the demand for skilled labor. The construction sector has been growing steadily over the past few years, creating numerous job opportunities. However, there is a significant shortage of skilled labor, particularly in specialized fields such as carpentry, masonry, and electrical work. This shortage is being driven by several factors, including an aging workforce, limited apprenticeship programs, and a lack of interest in the industry among younger generations.

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PROJECT GENERAL NOTES

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REDSTONE GATEWAY - PACKAGE 1

LAKE F



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